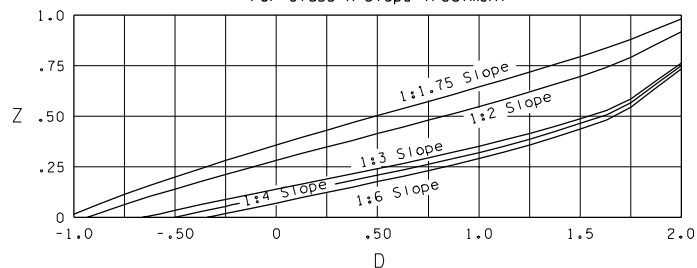


**VALUES OF Z (meters)**  
For Class A Slope Treatment



$$Z = \frac{\frac{K}{2} \sqrt{\left(\frac{J}{2}\right)^2 - \left(\frac{D}{2}\right)^2} \pm \left(\frac{DKS}{4}\right)}{\frac{KS}{2} + \left(\sqrt{1+S^2}\right) \cdot \left(\sqrt{\left(\frac{J}{2}\right)^2 - \left(\frac{D}{2}\right)^2}\right)}$$

In this equation the term  $\pm DK S / 4$  is positive when the slope treatment stake is lower than the slope stake (descending ground); and negative when the slope treatment stake is higher than the slope stake (ascending ground).

## NOTES

1. Slope treatment shall be constructed simultaneously with the roadway excavation. Ordinarily hand trimming will not be required if satisfactory results are obtained with mechanical equipment.
2. It is essential that the construction of cut and fill slopes and the application of slope treatment fit as naturally as possible into the existing landscape to provide an aesthetically and geometrically satisfactory completed roadway.
3. When the distance K is greater than the distance from the top of cut to the bottom of ditch, slope treatment shall begin at bottom of ditch.

## LEGEND:

- J Distance from slope stake to slope treatment stake, measured on natural ground slope.
- K Distance from slope stake to lower limit of slope treatment, measured down face of cut slope.
- H Difference in elevation between finished shoulder grade and slope stake.
- D Difference in elevation between slope stake and slope treatment stake.
- Z Depth of slope treatment at slope stake as determined by a straight line between the midpoints of J and K.
- S Horizontal distance per meter cut for the slope under consideration. (For a 1:3 slope, S=3)

CUT SLOPE	Class A		Class B
	J	K	J and K
1:4	2.1 m	1.5 m	1.5 m
1:3	2.1 m	1.5 m	1.5 m
1:2	2.1 m	2.75 m	1.5 m
1:1.75	2.1 m	3.6 m	1.5 m

ALL DIMENSIONS ARE IN MILLIMETERS  
UNLESS OTHERWISE NOTED

## SLOPE TREATMENT

## STANDARD PLAN H-8

APPROVED FOR PUBLICATION

STATE DESIGN ENGINEER

DATE

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
OLYMPIA, WASHINGTON